
 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA10LA077		Most Critical Injury: None	
		Occurrence Date: 11/25/2009		Investigated By: NTSB	
		Occurrence Type: Accident			
Location/Time					
Nearest City/Place Durham		State NC	Zip Code 27713	Local Time 1240	Time Zone EST
Aircraft Information					
Registration Number N2758D		Aircraft Manufacturer CESSNA		Model/Series Number 170B	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	Serious	Minor	None 2
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On November 25, 2009, at 1240 eastern standard time, a Cessna 170B, N2758D, was substantially damaged during a forced landing in Durham, North Carolina. The certificated airline transport pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight destined for Charlottesville-Albemarle Airport (CHO), Charlottesville, Virginia. The personal flight was conducted under 14 Code of Federal Regulations Part 91.</p> <p>According to the pilot, shortly after departure from Cox Airport (NC81), Apex, North Carolina, the airplane's engine began to "run rough." The pilot attempted to troubleshoot the loss of power by "cycling the carburetor heat and magnetos, checking the fuel, and adjusting the throttle back and forth with no noticeable improvement." The airplane was at an altitude of about 800 feet when the pilot initiated a return to NC81. During the turn, the pilot noticed smoke coming from the engine, "which got progressively worse," and the engine lost total power. The pilot realized he would not be able to make it to NC81 and prepared for a forced landing in a pasture. The pilot reported the touchdown was uneventful; however, during the landing rollout, the airplane struck a fence. As the airplane came to rest, the pilot noted it was on fire and he rapidly evacuated himself and his passenger.</p> <p>Examination of the airplane by a Federal Aviation Administration inspector revealed it was completely consumed by the postcrash fire with the exception of the tail section. The engine could not be examined due to the severe fire damage, and the propeller blades displayed slight "s-bending."</p> <p>Weather recorded at Raleigh-Durham International Airport, about 9 miles to the east of the accident site, at 1251, included wind from 240 degrees at 7 knots, 10 miles visibility, a broken cloud layer at 1,600 feet, temperature 13 degrees C, dew point 9 degrees C, and altimeter setting of 30.03 inches mercury.</p> <p>Updated on Dec 3 2009 11:43AM</p>					
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Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Destroyed			Accident Occurred During:		
Crew	Name	Certificate No.	Injury		
Pilot	On File	On File	None		
2					
3					
4					
5					
6					
Operator Information					
Name James Johnson		Operator Designator Code		Doing Business As	
Street Address		City Cary		State NC	Zip Code 27511
-Type of Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operations Conducted: Personal					
Flight Plan/Itinerary					
Type of Flight Plan Filed: None					
Last Departure Point		State NC	Airport Identifier NC81		
Apex					
Destination		State VA	Airport Identifier CHO		
Charlottesville					
Weather Information					
Investigator's Source:		Facility ID: RDU		Observation Time (Local): 1251	
Sky/Lowest Cloud Condition:			Ft. AGL		
Lowest Ceiling: Broken		1600 Ft. AGL	Visibility: 10	SM	Altimeter: 30.03 "Hg
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Occurrence Type: Accident

Weather Information

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Temperature: 13 °C Dew Point: 9 °C Wind Direction: 240

Wind Speed: 7 Kts. Gusts: Kts. Weather Conditions at Accident Site: Visual Conditions

Administration Data

Notification From

FAA Southern ROC

Date

FAA District Office/Coordinator

FAA/FSDO

John Combrinck

Investigator-In-Charge (IIC)

Jill M. Andrews